THRUST

volume 2 february 1960 number 2

15 Get Incentive Awards

ACTING DEPUTY REGIONAL MANAGER PRAISES REGIONEERS FOR NEW SUGGESTIONS AT QUARTERLY CEREMONY

Fifteen coveted awards for suggestions made in the current quarter were presented to regional personnel by Acting Deputy Regional Manager Stanley W. Bobskill at ceremonies held this month in Jamaica headquarters.

Cash awarded to the recipients getting special certificates totaled $745, including $50 presented to John F. Vogel for his entry in the recent Regional Safety Slogan Contest (Jan. THRUST P.4).

Air Navigation Facilities Division personnel receiving suggestion awards either in person or by proxy, were Ira F. Harpring, Vandalia, Ohio; Charles S. Wilson, Jamaica, N.Y.; James M. Craven and Carlton A. Keys, Washington, D.C.; -- turn to page 4

Participants in the recent ceremony honoring regioneers for suggestions were (first row left to right) Charles S. Wilson, Harry M. Hackerty, Thomas J. Allen, Stanley W. Bobskill, Freda D. Wolk, Andrew A. Farrell. Shown in the rear row (left to right) are John F. Kenney, Earl C. Abbott, James M. Craven, Carlton A. Keys, George F. McClure and Ira F. Harpring.

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In Ye Ed's Corner

ON DECK THIS ISSUE Now that you've turned from page 1 where you doubtless read all about the recipients of incentive awards, we brazenly inquire as to what suggestion you might have crammed back in your cranium that could net you cash and certificate. If you don't have an idea for the nonce, remember FAA is glad to put lucre in your jeans for sustained superior performances. Ye ed's will gladly report your good fortune in either instance if you make the grade.

READ ON, DEAR ONES Beyond the frontpage there is more inviting news that is intended to strike your fancy. To mention a few, on the next page you will learn that regioneers this year will collect more than $42,000,000 in salaries. Introduced for your pleasure on page 5 are Messrs. Brown, Hendershot and McKay -- all heap big chiefs, mind you. FAAing Around shows up on Page 7. Flight Surgeon Gentry has an important message on page 11. There's no safety page this issue because the safety ed complained there were not 36 hours to go 'round the clock, but elsewhere you'll find plenty to read.

SCUTTLEBUT TO COME Next month ye eds hope to dig up even more interesting scuttlebut for your consumption. Some of it we hope will tickle you, a bit will inspire and a few columns to educate you -- but all interesting to the region. See you then.

REGION I

Monthly News Digest

Published by and

for Personnel

●

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●

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Region Salaries Aggregate $42,000,000 in Fiscal '60

$51,786,000 EARMARKED FOR VARYING ITEMS; $28,000,000 ADDITIONAL FOR AIDS

Of almost $52,000,000 to be expended in regional activities by the end of this fiscal year June 30 under appropriations earmarked "FAA, Expenses", $42,120,000 will involve salaries of the 6,722 personnel now employed in Region 1.

Irving Mark, chief of the Budget and Finance Division, reported that the estimated total expenditures of $51,786,000 in fiscal 1960 represented an increase of $7,881,000 over the 1959 fiscal year and an increase of more than $20,000,000 over fiscal 1958.

Employment in the region during fiscal 1960, he added, increased 776 over the 5,946 personnel on the rolls in 1959 and 2,165 over fiscal 1958.

Remaining top expenditures in the fiscal 1960 budget include $2,555,000 for contributions by FAA to the retirement fund, $1,889,000 for rents and utilities and $1,298,000 travel expenses for training purposes.

Other funds earmarked for dispersal calls for $946,000 in regular job performance travel, $824,000 for miscellaneous costs such as repairs, alterations, aircraft and GSA vehicle rentals, $727,000 for communications such as telephones and control circuits, $580,000 for supplies and materials, $451,000 for equipment, $212,000 for movement of employees' household goods, $139,000 for FAA contributions toward life insurance, $29,000 for incentive awards, and $16,000 for FAA contributions toward social security.

In addition to the "FAA, Expenses" appropriation, over $19,000,000 will be expended in Federal Aid Airport Program grants and more than $9,000,000 in establishment of air navigation facilities in the region. The sum being spent on general salaries in fiscal 1960 does not include approximately 350 employees working directly on the EANF program, the division head added.

In this connection, Chief Mark appealed to regioneers to "directly help your division in achieving effective

-- turn to page 15

ADMINISTRATOR OWN BOSS ON AIRSPACE, NAVIGATION AIDS

Act Gives Agency Authority to Make Decisions for Both Civil and Military

While the FAA Administrator may engage in normal intra-agency coordination, he is not required to submit for approval to any committee, board or other organizations his decisions pertaining to airspace, installation of air navigation facilities and related matters directly affecting not only the civil but the military.

Section 301 of the Federal Aviation Act of 1958 provides that "in the exercise of his duties and the discharge of his responsibilities . . . the Administrator shall not submit his decisions for the approval of, nor be bound by the decisions or recommendations of, any committee, board, or other organization created by Executive Order."

White, Mott and Ross Participate in FAA Executive School

Three members of the Regional family have just completed studies at the second class of the FAA Executive School in Oklahoma City.

They were Martin J. White, regional attorney; Simon M. Ross, chief of the Power Plant Branch, Aircraft Engineering Division, and Joseph M. Mott, deputy chief of the Airports Division.

2,000 PROJECTS INVOLVING $31,000,000 SET UP IN 1960 BY AIR NAVIGATION FACILITIES

Approximately 100 regioneers recently attended the annual field supervisors conference of the Electronic Engineering Branch of the Air Navigation Facilities Division.

The purpose of the 2-day session was to discuss the past year's progress as well as the program for the current year.

Officials reported that radio equipment and installation is expected to total nearly $18,000,000, in calendar 1960 compared to $12,000,000 expended on radio, communications and navaids in 1959.

Plant costs this year are expected to reach $13,000,000, slightly above the amount spent last year.

It was pointed out that the branch would be responsible for fully 2000 projects this year, an increase of 300 jobs over 1959.

Participating in the sessions held at the New York International Airport control tower in Jamaica were Acting Regional Manager Joseph D. Blatt, Division Chief Robert M. Brown and Leo Berek of the Proficiency Development Branch of the Personnel Division.

Divisional field men in attendance included:

N. Aronson, Jamaica, N.Y.; A. Brown, Oklahoma City, Okla.; R. Conroy, Columbus, O.; J. Fredette, Wash., D.C.; M. Friedman, Wash., D.C.; R. Jenkins, Flushing, N.Y.; J. Jordan, Wash., D.C.; G. Mahnken, Wash., D.C.; G. Markey, Wash., D.C.; L. Pugh, Wash., D.C.; J. Ram, Wash., D.C.; M. Reycroft, Windsor Locks, Conn.; G. Treantafel, Wash., D.C.; Raymond Calas, Williamsport, Pa.; E. Friedman, Rosewood, O.; J. Gorman, Brooke,Va.; J. Izworski, Herndon, Va.; E. Kennedy, Hopewell, Va.; T. LeDuc, Martinsburg, W.Va.; J. McEvoy, Henderson, Va.; T. Paledes, Milton, Pa.; M. Zywocarte, Hopewell, Va.; D. Hamilton, Cape Charles, Va.; L. Benjamin, Glens Falls, N.Y.; R. Berselli, Appleton, O.; G. Chirillo, Glens Falls, N.Y.; T. Dyer, Bowling Green, Ky.; R. Frye, Selinsgrove, Pa.; R. Gilmartin, Cape Charles, Va.; F. Longobardi,

-- turn to page 15

Joint Crusade Keymen Are Requested by Young to Expedite Reports

With the annual Federal Service Joint Crusade rapidly coming to an end, Chairman Lloyd N. Young, who is acting chief of the Regional General Safety Division, has urged keymen in the drive to make reports as soon as possible.

He reported that with two-thirds of the 6-week campaign already gone, only four group heads had turned in kits.

These keymen had contacted a total of 106 employees, 70 per cent of whom responded to the health fund and 49 per cent to the joint crusade.

John F. Aronne, management analyst in the Regional Air Navigation Facilities Division, was the first keyman to make a return on January 27, nine days after the drive had been launched. He had charge of collections for the division's Maintenance Engineering Branch.

In making his appeal for cooperation, Chairman Young reminded keymen to return only those envelopes containing contributions in their kits, properly made out for identification purposes.

The crusade formally comes to a close March 4.

15 REGIONEERS RECEIVE SUGGESTION AWARDS

-- Starts on page 1

In presenting the highly prized awards, Acting Regional Manager Bobskill commended the recipients, stating that they "show a continuing cooperative spirit of teamwork which is so very important in the advancement of any good organization."

He pointed out that in recognizing these suggestions, management has found the time and money spent to evaluate them is well worth the effort because the suggestions improved operation, efficiency and technology, all of which result in the best use of taxpayers' money.

IN THIS CORNER . . .

Blend a decade of construction work and forestry service with 20 years of aviation responsibilities and you have -- in a nutshell -- Robert M. Brown, whose current assignment is chief of the Regional Air Navigation Facilities Division.

Bob -- we shall dub him for sake of brevity -- prepared himself for the business world by earning his degree in civil engineering at the University of Boulder in Colorado -- which happens to be his home state and Littleton his hometown.

After four years in the building field, Bob was appointed construction foreman of the United States Forest Service in 1933 and a year later was made camp superintendent.

Becoming tired of being a woodsman, he joined ranks with FAA-CAA in 1939 as construction engineer. From there he started climbing higher and higher until reaching the lofty heights of ANF division bigwig -- and still he is not about to land in this jet age.

Bob failed to note any hobbies but admits to having a charming wife, the former Mary Bennett, and an equally intelligent daughter, Mary Patricia.

. . . OVER HERE

Another prolific operator is Wayne Hendershot, who heads up the Regional Air Traffic Management Division.

Wayne was still slightly damp around the ears when he focused his eyes on the aviation field in 1941, following a four-year hitch in the Navy which he preferred over a university scholarship.

After sprouting his wings as a communicator, he transferred to air route traffic control. He became senior controller in the Washington center in 1945, and a year later was made the first CAA chief of LaGuardia tower.

He came to regional headquarters as air route and terminal specialist in 1947 and moved onto Washington in 1950 for seven years of varying duties, including the spot of deputy chief of the Procedures Division. In 1957 he returned to Region 1, this time to assume his current position.

A native of Johnsonburg, N.J., Wayne has for his hobby watch repairing -- and a deft watchmaker he is -- thanks to his Dad who plied the trade.

Besides aviation, Wayne is devoted to his wife, Virginia; daughter, Joan and Mother Sadie.

. . . AND DOWN THIS WAY

Yet another amiable, hardworking regioneer whose talents have soared him skyward more ways than one is Curtis A. McKay, acting chief of the Flight Standards Division in Region 1.

FAA in 1948 reached out and snared Curt from Capital Airlines while he was still a pilot. During World War II he saw four years of duty in the Navy and prior to that he was a flight instructor. He earned his educational wings at George Washington University in his native District of Columbia, Lake Forest College and University of Florida.

Curt lists golf as his hobby, but ask him if he's a duffer and his reply is that he has been so busy so long that he cannot remember his score. It is known he is also a television hound.

There is one other thing certain about Curt. He is as proud as his wife, Helen, of the four little Macks -- Dennis, Suzanne, Maureen and Nancy.

'Pirep' Program Takes Off to Collect and Disseminate In-Flight Weather Data

One of the most valuable operational aid-to-pilots programs got off the ground in February as FAA went into high gear with its Pilot Reports Service -- PIREP, for short according to the Regional Air Traffic Management Division.

For years, pilot groups and government agencies alike have tried to encourage the practice of pilots reporting significant enroute weather conditions not readily apparent from surface reports and upper air soundings.

This valuable information frequently was unreported because pilots encountering unexpected phenomena were usually too busy with the planning of their next moves to remember the value of such information to another pilot along the route.

Similarly, transmission channels for such information between the FAA Air Traffic Communications Station, Air Route Traffic Control Centers, company operations offices and the Weather Bureau had no priority for this information in view of other equally pressing assigned duties.

But effective this month, Region 1 joined other FAA regions and the Weather Bureau in a concerted effort to regularly collect and disseminate this type of in-flight weather information.

Whenever either thunderstorms or ceilings of 10,000 feet or below are reported or forecast within 100 miles of a Flight Service Specialists station, the station will solicit PIREPS during regular air/ground contacts with pilots, during post-flight de-briefings and even by direct requests to known traffic.

Air Route Centers and towers are expected to cooperate when workload permits by querying enroute IFR aircraft. Assistance of air carrier and military operations offices and local aircraft operators will be sought.

During these conditions, at least hourly the FSS stations will prepare and transmit summaries by landline and by radio. On/Top or between layers reports, icing, turbulence, ridge obscurations and mountain pass reports, thunderstorms and intensity, other phenomena such as hail, unusual strong winds, funnel clouds, dust storms, airborne radar echoes - are all to be reported when received.

Guccione Appointed to Regional Defense Planning Post

VETERAN FAAER TAKES NEW DUTIES UNDER MANAGER

Vincent T. Guccione, veteran FAAer, has just been appointed Regional Civil Aviation Planning Officer, which comes under the supervision of the office of the acting regional manager. He has already assumed his new duties.

Mr. Guccione formerly was deputy airspace utilization officer assigned to the air traffic management division.

His responsibilities in his new post will be to develop plans for and provide guidance to all segments of the civil aviation industry, to insure continuity of civil aviation service for the United States in the event of attack by an aggressor nation.

Mr. Guccione, a native New Yorker, has been with FAA and its predecessor organization since 1941. He attended the Pratt Institute School of Architecture in Brooklyn.

He resides in Woodhaven, N.Y. with his wife Mary and daughter Mary Anne.

SPANO LEAVES FAA TO LAUNCH CONSULTANT FIRM

Bart Spano, Assistant Chief of headquarters' Jet Plans Division, has resigned from FAA to begin his own acoustical research and engineering firm in Washington.

FAAING AROUND

Pedestrians beware . . . Parking space swipers take heed! From a horse's mouth with plenty of teeth comes word that unless onrushing motorists hogging madly into Jamaica regional headquarters begin to slow down for comrades using crosswalks to the building, there will be some disciplinary music to face. And the same forewarning is meant for car drivers who are in too big a hurry to find parking spaces and pull into reserved spots . . . Like Confucius or Aesop or someone else said, a word to the wise should be sufficient -- to breed more courtesy, that is . . .

Pity poor Oscar Fisher of ANFD's radar section of the Electronic Engineering Branch. His lovely secretary Ida Gentile and his program engineer Herbie Ross have confirmed nuptial rumors. One of them must forsake the branch under the nepotism ruling of only one member of a family under the same supervisor . . .

J. D. Pepe, ATFO chief at Massena, N.Y., takes tongue in cheek and tells this one: Fresh from secretarial school, a young miss took a government job that entailed transcribing engineering reports from dictaphone records. Told to type what she heard, including technical terms, she did just that. The engineer reading her first effort had to change "quacks" to "coax" before "cable" and write in "force air" where she had written "four stair". Then suddenly he roared with glee. The gal had written that "the cost estiment of this project for the government has been calculated with a sly drool" . . .

Arrival dep't.: New faces in the Budget and Finance Division belong to Dorothy Grande, formerly of the General Services Administration, and Cyril Acham who came to the region from the Veterans Administration . . . The noise emanating from a Jamaica bowling alley was not a jet rolling back the roof. It turned out to be only six embryonic bowlers from Airports Division engaging in rejoiceful commotion when their score sheet showed a magnanimous 300 . . .

Bundle from heaven notam: Mr. and Mrs. Vincent Galotti (he of ANFD's frequency utilization section) announce the establishment of a new 7 pound-11 ounce infantized communication outlet in Yonkers, N.Y. Commissioning date: February 9 at 11:29 a.m., two weeks ahead of schedule. Omni-directional voice operated facility: 24 hours daily. Ident: Boy. Facility name not yet assigned. This is the fourth establishment by the V. Galotti branch. Mother and child flight check satisfactory . . .

Stranger than fiction or fishy as it sounds dep't.: Nobody is denying the tale about an aspiring applicant seeking regional employment, who made his way into headquarters easy enough but landed in the wrong office. Instead of finding Personnel, he became a ward of the Flight Surgeon's office. It happened at the height of the recent flu innoculation period and he immediately fell in line. The next thing he knew his sleeve was rolled up to his shoulder and he had been injected with Asian influenza serum. A bit bewildered by such odd procedure perhaps, he could nevertheless figure he had gotten his shot if only he could now get his job . . .

And that reminds us. If you like this type of malarkey in your favorite journal, better roll up the sleeves and hustle in some juicy quips. The more items the merrier and the more pungent they are the greater the welcome. Ye weary eds desire short and whimsical gems prepared in enlightening but a lighter vein, and the reports must be accurate and inoffensive to the thinnest skin. -- E. H. T.

True Enough in '59

REGION ACCIDENT RATE DOWN 24 PER CENT

Indicative of increased regional safety consciousness is the fact that the accident rate in 1959 dropped 24 per cent below 1958, according to figures compiled by the General Services Division.

Computed by multiplying the total accidents by 100,000 over the total fleet mileage, the accident record of the region's 2500 drivers last year declined from 1.279 to 1.652, statistics show.

Altogether, the total mileage logged by region drivers in the 12-month period increased by more than a million miles over 1958. The actual motor vehicle accidents declined from 104 to 97.

Continuing safety consciousness was also noted in January of this year. There were only three accidents last month compared with 18 in the same month of 1959.

While figures were not available on the saving in vehicle repair costs, safety officials pointed out that it could easily represent several thousand dollars. More important, they stress fewer injuries and fewer deaths occurred as a result of safer driving.

The safety experts cautioned drivers against becoming over confident, and urged that while the accident rate may never reach zero, that's the direction in which the safety program should continue to head.

BUT BETTER BEWARE

Wonderful as the regional 1959 automotive safety record sounds, accidents and crashes still happen -- no matter how careful one may be behind the steering wheel.

Things were looking rosy enough for the driver of the government vehicle (left) when suddenly the car left the road and hit an embankment -- costing Uncle Sam a pretty penny to put it back into commission.

In the case of the privately-owned Renault driven by an FAA employee on duty, another auto got in its way with the result that the FAAer not only was critically injured but his car was completely demolished and damages amounting to $300 were inflicted on the second auto.

These are simply examples of what regional drivers face day in and day out while at the wheels of government and private owned vehicles. It pays to keep one eye cocked on yourself and the other on the guy in front of you, on your side and behind you. Moral- - to keep alive, keep alert.

'DO UNTO OTHERS . . . '

Regioneers Join in Observance of 'Brotherhood Week'

Region 1 joined FAA headquarters in cooperating with the National Conference of Christians and Jews by observing the week of February 21-28 as National Brotherhood Week.

The conference, a civic organization engaged in a nationwide program of intergroup education, enlists Protestants, Catholics and Jews who, without compromise of conscience or of their distinctive and important religious differences, work together to build better relationships among men of all religions, races and nationalities.

Among the things officials urged everyone to foster is everyday practice of brotherhood principles such as:

(1) Deal with people as individuals; don't generalize about groups of people;

(2) Challenge prejudiced statements quietly with moral principles and facts;

(3) Insist that each person be judged as an individual;

(4) Fair dealing by unprejudiced and objective approaches to problems of individuals and groups; and

(5) Setting an example of believing in brotherhood, living it and supporting it in daily thoughts and actions.

Posters were distributed to the larger field facilities for display during the special week.

However, officials decided against any special observance. Instead, they hope the brotherhood movement will extend over the entire year.

TWO REGIONEERS ATTEND MANAGEMENT INSTITUTE

Thomas G. Horeff and Ludwig H. Lund of Aircraft Engineering attended the 1960 Interdepartmental Middle Management Institute for Federal Employees in Washington recently.

They were two of six FAAers selected from the entire agency for this program in executive-legislative relationships, headquarters-field relationships, techniques of management and executive action and problems of decision-making, communication and human relations.

Navigation and Control Facilities Planned For Region 1

More than $4,300,000 worth of major air navigation and traffic control facilities have been programmed in Region 1 by Washington headquarters for the current fiscal year.

The program provides for regional construction of four new airport control towers, three radar beacon systems, three terminal type very high frequency omni-directional radio ranges, three Doppler VORs, twenty-two threshold lights, fourteen sequenced flashing lights and scan conversion equipment employing television type radar displays at four air route traffic control centers.

The control towers will be established at regional airports in Atlantic City, N.J., Chantilly, Va., Hyannis and Nantucket, Mass.

Radar beacon systems will be installed at Lewistown, Pa., Montauk Pt., N.Y. and Roanoke, Va.

Instrument landing systems are scheduled for Hyannis, Louisville, Ky. and Williamsport, Pa.

TVORs will be installed at Hazelton, Pa., New Philadelphia, Ohio and Owensboro, Ky.

Doppler VORs are slated for Allentown, Pa., Deer Park, N.Y. and Harrisburg, Pa.

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Harry Jones, Pioneer Pilot and FAAer, to Hit Aviation Gospel Trail on Retirement

Old timers come and go and some fade with their memories, but there is one FAA regioneer who is going to stick around and continue to preach the virtues of aviation following retirement on March 31.

He is hueful Harry M. Jones, FAA regional manufacturing inspector with offices in Avco Corporation at Williamsport, Pa., who has done just about everything there is to do in aviation -- and doing it first on many occasions.

A 48-year seasoned aviator, FAAer Jones intends to make available his rich experience in early day flying to interested organizations and groups by making talks, using over 100 projected pictorial illustrations which cover aviation from its infancy.

He will tell his audiences how far flying has come since he first took off "by the seat of my pants" -- to quote his own words -- nearly half a century ago.

Before turning to aviation in 1912 after learning to fly at Saugus, Mass., Rhode Island's first aviator let the lust of adventure lead him to sea and later to the sport of motorcycling.

Not only was he one of the earliest flyers in the United States, but one of the most daring. With just three hours of solo time behind him, he became the first and only man to land an airplane in Boston Common -- an accomplishment considered impossible by aviation experts of the day.

He achieved that feat January 2, 1913 -- two days too late to collect a prize of $20,000 as a contest for the first man to land there closed at the end of 1912.

But that didn't dampen the aviation spirit of Pilot Jones. In 1913 he made the first air parcel post delivery from Boston to New York by flying 30 pots of Boston baked beans.

His first effort at a take off from a Boston baseball park proved futile when his bean-laden craft developed engine trouble and crashed.

Instead of considering himself lucky and ending his flying career as abruptly as he came down to earth, he bought more beans and tried again. Finally he got his cargo part way before he was forced to crash land once more. The beans still intact, he mailed them on to New York by regular parcel post.

In the same 1913 he established another "first" by making the initial night flight over New York City, winging with him the first parcel post air mail to be delivered.

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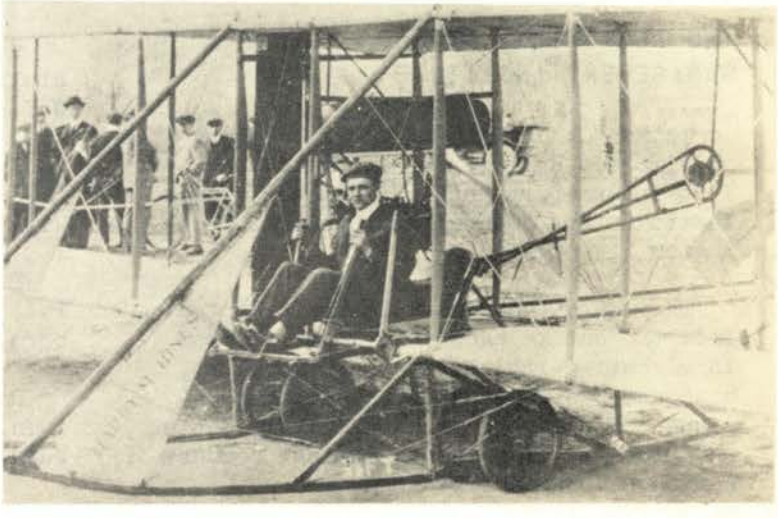

a word to the wise...

IMPORTANCE OF HAVING A FAMILY DOCTOR

by
DR. THOMAS C. GENTRY
Regional Flight Surgeon

It is of great importance to have a "Family Doctor." You need someone who knows each member of your family - how you react to fever - to certain every day medicines such as aspirin, laxatives or antibiotics.

You need someone who will respond promptly to an emergency call at 3 o'-clock in the morning. Naturally, the better he knows you, the better medical attention you will receive.

Many times if your family doctor really knows you, he can prescribe intelligently for you or any member of your family over the telephone and thus save you money.

Sometimes and especially in the larger cities, doctors will not make a night call unless you have previously established a workable doctor-patient relationship. Much mental anguish and physical pain can thus be prevented by being prepared in this respect.

You need a family doctor who has your confidence when a "specialist" is required. Complications sometimes arise during an illness.

Accidents sometime require a doctor who has specialized in a particular branch of medicine or surgery. Your family doctor knows who and how to get you this special attention.

Therefore, if you have recently moved to a new station or have not had occasion to use a local doctor, you should give due consideration and act accordingly before you may face a serious emergency.

The local County Medical Society will help you to find a family doctor.

NEW BUILDING NOT ALL 'BEER 'N SKITTLES'

Garden City Airport District Office Reports Mysterious Aqua Balls and Waffle-Type Sunbeams

Moving into a new building is not all "beer and skittles", according to the lads and lasses in the Garden City Airport District office.

They say they can't really complain about their new quarters in the Franklin National Bank building. The location is fine. Heat, light and even space are adequate. But read on, dear regioneers.

There is no beverage dispensing services in the building, so they had to resort to a hot plate for their "instant" coffee, tea and cocoa.

However, upon boiling water obtained from the hallway drinking fountain, they discovered greenish-gray pea-sized puff balls almost suddenly formed. They have brewed a few extra samples of puff-balls for the building superintendent, who promises to have the water analyzed. Meanwhile, they now take turns bringing gallon jugs of water from home.

Another knotty problem involves the location of quarters. The offices face west, with the outer wall consisting entirely of four large window areas.

Each window is covered outside by a waffle-type grid arrangement ostensibly designed to limit the amount of direct sunlight entering the room.

This may work for the other sides of the building, but on sunny afternoons hard-toiling FAAers are flooded with waffle-type sunbeams--the likes of which have never been seen.

An odd phenomenon about this is that as one approaches the windows, the field of vision narrows and shortens until there is little left for the eye but imagination.

The airport gang is in the process of obtaining drapes to limit the amount of sunlight, but wonder whether they will ever get used to the waffle-shaped cars and trucks that pass up and down the ro[illegible].

TWO BASIC HEALTH BENEFIT PLANS STUDIED

Service Benefit and Indemnity Types Being Considered Under New Act

(This is the second in a series of articles dealing with the new Federal Employees Health Benefit Act of 1959. This issue of THRUST deals with the types of plans that will be available under the new government-wide insurance.)

Two basic plans are being considered. One will be the service benefit type and the other the indemnity type. Some employees will have the further choice of enrolling in an employee organization plan or in an individual or group-practice prepayment plan.

The government-wide service benefit plan is provided through Blue Cross-Blue Shield organizations. It is called a "service benefit plan" because the doctor or hospital which supplies the service to you is paid directly.

The government-wide indemnity benefit plan is usually provided by commercial insurance companies. This type indemnifies you, meaning you receive the payment, although usually arrangements can be made for the plan to pay the doctor or hospital directly.

The employee-organization plan would include several national employee organizations. Any employee who is a member of an organization approved by the civil service commission may enroll in the approved plan and get a government contribution toward its cost.

Other available plans include that of group practice, where groups have their own medical centers or center and doctors that practice as a unit. The individual-practice prepayment plan is a type of plan where the doctors agree to accept regular payments, instead of a usual charge to the patient.

All options of the government-wide plans will include both 'basic health' and 'catastrophic' coverage. Basic Health coverage affords protection against the more common types of hospital and surgical expenses.

Catastrophic coverage gives some protection against the more unusual and heavy expenses caused by prolonged illness or serious injury.

(The next issue of THRUST will discuss the factor nearest your heart, the costs of the different insurance plans.)

ACSD Spreads Tentacles From Miami To Alaska For New Inspectors

Air Carrier Safety Division has added six new inspectors recently to its staff.

W. J. Kingston has left the warm and sunny climate of Miami to take over as supervising inspector at Pittsburgh. He is a graduate of Tulane University and has been with FAA since 1957. During World War II he was a fighter pilot with 9 victories in the Pacific.

Also joining Pittsburgh operations is Ed Condon. Previous to this he had been assigned to air route traffic control in Seattle. He has flown as pilot for various carriers including Air Cargo Express, West Air Transport, Mount McKinley Airlines and Air Transport Associates.

Assigned to regional headquarters as air carrier operations inspector is John F. Alcure, who for nine years was a captain for Seaboard & Western Airlines. Prior to that he served in the Air Force for eight years, flying transports all over the world from 1942 to 1950. His home is San Francisco, Calif. He attended St. John's University in New York.

The Air Carrier Maintenance staff has been reinforced with the addition of W. T. Zendler at the Idlewild district office. V. E. Schowengerdt also has been assigned to the Boston district office.

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SPAIN 'TIS WONDERFUL

U.S. Still Thrilling to Call Home, Regioneer Reports

by ESTELLE O' POLYN

As wonderful as it is to live in colorful and romantic Spain, its still more thrilling to get back to the Land of Stars and Stripes.

That is the way Remo Raviola, newest engineering addition to the Airports Division staff, expressed it upon his return from a three and one-half year tour of duty in Spain as a civil engineer for the Joint U. S. Military Mission.

During his overseas assignment, he was responsible for the construction of all military facilities in Central Spain, including the $100,000,000 Torrejon Air Base, largest Strategic Air Command base in Europe which is located near Madrid.

Coincidental is the fact that the new base stands on the same site used for bombing purposes during the Spanish Civil War of 1935.

Remo said that labor used in constructing the huge base primarily consisted of natives, who were extremely cooperative in adopting American working hours, going so far as to forfeit their 1-to-4 p.m. siesta hour.

However, he hastened to explain, nothing interferred with the Spanish when it came time to celebrate Patron Saint's Day, attending bull fights or soccer games.

Living conditions at the time he went to Spain posed problems, the FAA engineer emphasized. There was an acute housing shortage, and rent for suitable homes and apartments meeting U. S. standards were sky high. Electrical power there is poorly regulated and its wiring inadequate to handle modern appliances, he added.

He stated that, as in most European countries, it is necessary to boil drinking water. Fresh vegetables and fruits must be washed in a germicide before consumption for purposes of purification.

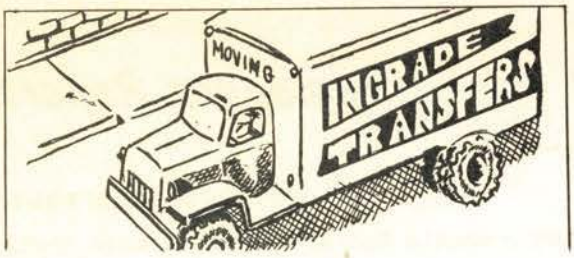
The American housewife in Spain, he continued, is frustrated by native customs and a language barrier. Because of the closing of all stores for siesta time, Mrs. Raviola and her counterparts had to schedule their shopping accordingly. Then there were misunderstandings as a result of the usage of such words as "manana" -- which not only stands for "tomorrow" but for "any time after today" to the native.

Spain is a land of many contrasts, too, Remo pointed out. For example, the lavish "fincas"-- palatial farms -- of the wealthy as compared to the drab cave dwellings in which the poor are barely able to exist.

On the other hand, he declared, Madrid is similar to Washington in appearance and has an international flavor. The climate of Spain's capital city is mild and dry.

As a country, Spain appeals to travelers who find it cheap to tour, both from a standpoint of lodging and food, Remo said. The colorful Easter week processions, pageantry of the bull fights and gay gypsies dancing the flamenco to the tune of a guitarist are added inducements.

The highlight of the lengthy stay of Mr. Raviola's wife and two daughters in Madrid was when they were cast as extras in a recent film featuring Jayne Mansfield. He spent vacations with his family traveling throughout Europe.



AIR CARRIER SAFETY DIVISION

Joseph H. Parise, from Newark to Jamaica.

AIRPORTS DIVISION

Robert O. Brown, from Boston to Portland.

AIR TRAFFIC CONTROL DIVISION

Charles M. Stratton, from Cleveland to Camp Springs. . . Andrew Miller, from Akron to Cleveland. . . Dennis F. Murray, from Falmouth to Dayton. . . Robert Gibson, from Elmira to Findlay . . . Joseph R. Durney, from White Plains to Flushing. . . Arthur A. Lehman, from Cleveland to Jamaica. . . William Williams, from Newark to Jamaica. . . Joseph F. Regan, from Washington to Jamaica. . . Ralph F. Schaffstall, from Blackstone to Newport News. . . Delmer M. Rogers, from Charleston to Newport News. . . Bobbie R. Basham, from Charleston to Newport News. . . Paul R. Johnson, from Gordonsville to Newport News. . . Robert G. Backus, from Norfolk to Newport News. . . John L. Wooley, from Norfolk to Newport News. . . Hugh J. McDonough, from Parkersburg to Newport News. . . Harold W. Barnes, from Richmond to Newport News. . . Harvey T. Richardson, from Covington to Quonset Point. . . Arnold Corradino, from Norfolk to Quonset Point. . . Joseph M. Zeall, from Philadelphia to Washington . . . James E. Lennox, from Norfolk to Worcester. . . Robert E. Ambrose, from Huntington to Zanesville. . .

AIR NAVIGATION FACILITIES DIVISION

Joseph P. Park, from Matawan to Barnegat. . . Colin D. Rogers, from Cincinnati to Fairborn. . . Stephen J. Hritz, from Boston to Jamaica. . . Anthony A. Previte, from Paducah to Jamaica. . . Donald A. Naples, from Pittsburgh to Jamaica. . . Pio Polla Jr., from Washington to Jamaica.

Everything From Babies to Transfers Popping in ATM Division

Things are always popping in the Air Traffic Management Division. In the past month, for instance:

John B. "Barry" Jackson, Glen Falls, N.Y. FSS has been promoted and reassigned to the New York FSS. As far as "Barry" is concerned, "there's no place like home."

Edgar J. Cusson transferred from the Boston tower to the New Bedford tower.

Winfield S. Carr, chief, New Bedford tower, can look back on 1960 as a most productive year - no matter what happens in the remaining 10 months. "Win" has been promoted to the Regional Office Helicopter Program, and is also the proud owner of a brand new little carr, "Boy Type." Congrats to Winfield and his missus.

The Wilkes-Barre, Pa. combined facility was decombined in December. The new flight service station is located on the second floor of the terminal building. Personnel consists of E. T. Plant, chief and communicators S. Augusten, N. Catalana, F. Woodling, H. Duke, H. Kislin, and J. Frencett.

We have a cute new face in the Procedures Branch, namely, Miss Virginia Ratolo. Welcome to the clan "Ginny" -- we hope you like it here.

Bill Nimmo, Norfolk Center; Marty Davidson, Procedures Branch; and Bill McLean, LaGuardia Tower, are now hanging their hats in the Analysis Branch. Welcome aboard men.

Augusta Station received a letter of commendation from the Adjutant General, State of Maine, Major General Edwin W. Heywood, for expeditious and efficient service provided in connection with the heavy air traffic at Augusta State Airport occasioned by the death of Govenor Clinton A. Clauson. Congrats on a job well done boys.

Fred Best, chief, Augusta Station, is now a certificated "First Aider." Fred completed a course given by the Red Cross

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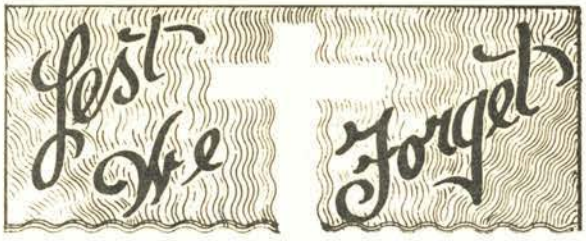

HARRIET M. WRIGHT, clerk stenographer, Jamaica, February 2.

Navigation and Control Facilities Planned

-- Starts on page 9

Sequenced flashing lights will be installed on high intensity approach lights at Akron-Canton, Ohio; Albany, Binghampton, Rochester and Syracuse, N.Y., Boston, Mass., Chantilly (2), Norfolk and Richmond, Va., Cleveland, O., Lexington and Louisville, Ky., and Wilkes-Barre, Pa.

Additional threshold lights will go in at Buffalo, N.Y., Baltimore, Md., Louisville, Philadelphia, Windsor Locks, Conn., and Cleveland, Columbus and Dayton, Ohio.

Scan conversion equipment will be installed at Cleveland, New York City (2), Norfolk and Washington.

REGION SALARIES AGGREGATE $42,000,000 IN FISCAL '60

-- Starts on page 3

utilization of available resources and improve upon financial planning for the future by prompt and accurate handling of financial transactions." Tens of thousands of transactions take place during a year, he added.

"There is considerable variance in the actual cost and estimates involved in these transactions and the sooner they are completed and actual costs determined, the better the region's fiscal planning," he said.

AIRBORNE RADAR MANDATORY ON JET AIRCRAFT

Special Civil Air Regulations specify that all airline passenger jet aircraft, pure and turbo-prop, must be equipped with airborne weather radar by next July 1. This equipment will enable pilots to detect and avoid severe weather conditions.

ANF PROGRAMS 2,000 JOBS COSTING $31,000,000 IN CURRENT YEAR

-- Starts on page 4

Riverhead, N.Y.; A. Manaseri, Norwich, Conn.; G. Mikula, Stroudsburg, Pa.; B. Skolnik, Bradford, Pa.; R. Swain, Bowling Green, Ky.; R. Webber, Appleton, O.; H. Garabedian, Atlantic City, N.J.; H. Hooghkirk, Cleveland, O.; J. Shore, Findlay, O.; F. Frisbee, Blackford, Va.; M. Hunt, Rikers Island, N.Y.; G. Eikner, New Hope, Ky.; R. Johnson, Bellaire, O.; J. Matthews, Blackford, Va.; B. Crawley, Rikers Island, N.Y.; G. Haug, Indianhead, Pa.; R. Jenkins, Boston, Mass.; R. Robinson, Norfolk, Va.; F. Hailstock, Jefferson, O.; R. Sayers, Binghampton, N.Y.; P. Norris, So. Boston, Pa.; C. Kyle, Jefferson, O.; E. Goodman, Norfolk, Va.; J. Edwards, Rikers Island, N.Y.; L. Ferraro, Rikers Island, N.Y.; J. Rhedin, Louisville, Ky.; L. Thompson, Baltimore, Md.; P. O'Leary, Baltimore, Md.; G. Vopat, Cleveland, O.; E. Minchik, Wilkes-Barre, Pa.; O. Lyons, Columbus, O.; J. Sanesky, Harrisburg, Pa.; R. Wrenn, Wash., D.C.; S. Heller, Baltimore, Md.; F. Trost, New York, N.Y.; J. McDermott, Atlantic City, N.J.; R. Bearns, Atlantic City, N.J.; J. Turcotte, Pittsburgh, Pa.; J. Engestrom, Cleveland, O.; P. Connelly, Cleveland, O.; W. Kelly, Rome, N.Y.; E. Mueller, Norfolk, Va.; D. Boyer, Wash., D.C.; M. Marley, Boston, Mass.; J. Anderson, New York, N.Y.; I. Abraham, New York, N.Y.; R. Barilla, Pittsburgh, Pa.; R. Kaboskie, Wash., D.C.; J. Mayers, Syracuse, N.Y. and E. Koester, Harrisburg, Pa.

Air Traffic Control is Shifted From Presque Isle to Houlton

Due to the decommissioning of the Presque Isle Air Force Base, the three low frequency radio ranges, formerly monitored and controlled from Presque Isle are now being monitored and controlled by FAA from the Houlton International Airport Air Traffic Communications Station.

Scheduled weather broadcasts are made on the Presque Isle low frequency and very high frequency ranges by the Houlton Station, according to Station Chief Everett Haley. This will primarily affect all civilian and military traffic of domestic and overseas flights.

JONES TO HIT AVIATION SAWDUST TRAIL UPON MARCH RETIREMENT

Pioneer Pilot to Sell Jet Age

-- Starts on page 10

Following World War I, the FAAer again became air itchy and bought a Jenny that led him into the passenger-carrying business of a barnstorming variety. For his hop-off point, he founded the airport at Old Orchard, Maine. His advertising gimmick to attract air riders was to "Jazz with Jones."

Still another "first" was logged by the veteran pilot in 1920 when he became the original aerial policeman in the United States by flying a beach patrol.

He continued to manage the Old Orchard Airport until 1933, during which time the field had become the hopping off point for many trans-Atlantic flyers. He numbers among his personal acquaintances such famous flyers as Charles A. Lindbergh.

He gave up the airport to become airport supervisor for the State of Maine and was instrumental in the development of many airports in that New England area. Pilot Jones, who has logged more than 10,000 air hours in his 48 years of flying, has flown over 100,000 passengers without injury to one of them.

The first plane was an open Burgess-Wright-Model B of 1912 vintage, operated with two 40-horsepower engines with chain-driven pusher propellers. He recalls that the plane flew at only one speed -- 40 miles per hour in both top and low gear.

Having more than his share of airborne accomplishments to his credit, the FAA regioneer has finally given up flying solo, but he still keeps his finger in the aviation pie by occasionally co-piloting planes.

Now that he intends to take if just a mite easier come March 31, the 70-year-old aviation enthusiast probably hopes to be the first man to log as many speeches as he has hours in the air. Saves "the seat of pants" that way, he opines.

First Annual Report of FAA Due Off Press in March

The first annual report of FAA, covering activities of the entire agency for 1959, is scheduled to be ready for dissemination in early March, Washington headquarters reports.

ATM REPORTS ALL SORTS OF THINGS POPPING IN DIVISION

-- Starts on page 14

in which he learned the art of rescue breathing, the new system of mouth-to-mouth resuscitation.

Glad to see our personnel giving their all for the less fortunate. Jack Batchelder, Concord Station, just gave his 11th pint of blood to his local Red Cross Blood Bank. Keep it up Jack.

Some of you young boys take note -- John Satterfield, chief of the Concord Station, is a varsity member of the local YMCA volley ball team. We understand you might even call him an iron man. -- Dick Gale

ACSD Reaches All Over For New Inspectors

-- Starts on Page 12

Vincent Schowengerdt has migrated east from the cold blasts of Alaska, where he was employed by Reeve Aleutian Airways in the capacity of Chief Inspector. He brought with him approximately 25 years of diversified aircraft experience.

William Zendler, native New Yorker, has returned from Minnesota where for 13 years he was employed by Northwest Airlines. He attended the University of Washington after serving in the Air Force from 1942 until 1945. The senior inspector experience Bill brings with him will be an asset to the region.

Lester A. Smythe has transferred from Region II at Fort Worth to a Boston assignment. He served in both the Army and Navy and has worked for Irish Airlines and American Overseas Airlines in maintenance. He has also served as a flight engineer for Pan American as well as working for the carrier in maintenance.